

Vapo-Cresolene

(Established 1879)
FOR WHOOPING COUGH, CROUP,
ASTHMA, COUGHS, BRONCHITIS, SORE
THROAT, CATARRH, DIPHTHERIA

Vaporized Cresolene stops the paroxysms of Whooping Cough. Ever-ready Croup cannot exist where Cresolene is used. It acts directly on nose and throat, making breathing easy in the case of croup, soothes the sore throat and stops the cough. It is a boon to sufferers from Asthma.

Cresolene is a powerful germicide, acting both as a curative and preventive in contagious diseases. Cresolene's best recommendation is its thirty years of successful use.

For Sale by all Druggists
Send Postal for Descriptive Booklet.

Cresoline, Antiseptic
Throat Tablets, simple
and soothing for the
irritated throat.

The Vapo-Cresolene Co.
180 Fulton Street,
New York City.



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with taking the PICTURE! We have developing machines and tanks that will enable you to enjoy every stage of photography. There are machines and tanks for roll films, cut films and plates.

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PAWAA

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THE DAKE ADVERTISING AGENCY, INC., 427 South
Main St., Los Angeles, and 12 Geary
St., San Francisco, where contracts for

LITTLE ROOM ON THE LURLINE

Booked Full for Her Trip to the
Coast. Beginning Next
Tuesday.

There is room for one woman passenger aboard the Lurline. Otherwise the Lurline is already booked full for her trip to the Coast leaving next Tuesday evening at 6 o'clock. The bookings are concluded and there is a berth in a room already assigned to a woman passenger for another of her sex. The settees are not being occupied as Captain Matson does not wish the rooms filled three each if this can be avoided. At the office of the Matson agency yesterday afternoon the chart of rooms was shown and the statement made that only one woman passenger can now be given accommodations.

The Alameda will have a large list of passengers, so will the Wilhelmina and so will the Marama. Many passengers have been shifting from one steamship office to another and gradually the shaking up is getting those away who wish to return to their homes.

GERMANY AS A RIVAL.

We might as well admit that we are soon to face Germany in competition for not only the world's markets, but for our own. In the last 20 years the Germans have invaded every market and driven British merchants and manufacturers almost to despair. This is not because labor is cheaper in Germany, for it is about on a par with that in England. But the Germans have, based on their school system, the most highly organized, the best developed and most expensive commercial system in the world. They have copied Great Britain and gone much further, worked much harder and more patiently. They have also copied or adopted American machinery, and it they could copy the elasticity of the American, the world would be theirs. But even with our much higher wage rates, we have still a superiority in the number of intelligent, energetic and hopeful men in this country, men who have individuality of their own, initiative and originality. These, along with our wonderful natural resources, are the factors which have made America so great. But the light is going to become more bitter as our population increases and the prizes become fewer. We must make up in intelligent directed industry what we lose by paying higher wages. We want brainy, adaptable men and women in this country, and not a lot of unintelligent workmen, brothers to the ox.

It may be well that the German educational institutions err on the side of paternalism, but their errors are few compared with our own. In that country every child is made the subject of special study by the authorities. There are trade schools of every description in connection with the public schools, and not only is a boy given a chance to learn a trade, but he is induced to do so unless he has a higher ambition and a chance to fulfill it. Moreover, he is given that trade for which he is best suited, and as soon as he has finished his course, the school authorities find him a position. When a German employer is seeking boys or even young men for positions, he does not advertise in the newspapers; he sends to the school authorities, and they provide him with boys or young men who have been specially trained for the work. That, along with military discipline, is the fundamental reason for the remarkable growth of German manufactures in the last generation.

It has already been said that in this country such conditions do not exist. In every city we have numerous privately conducted business and correspondence schools, and their success shows that the demand is great. Their success is an indictment of our public schools, which should do this work. It is humiliating that the average graduate from the high school in this country is fitted for nothing in particular, and often has acquired at a critical time in his life such slovenly habits of thinking that he is not good material for the business man to make use of.

And this comes after 12 or more years of life in our schools.—From "What Is Wrong With Our Public Schools," by Joseph M. Rogers, in February Lippincott's.

FIRST FRUITS.

Manuscripts offered to editors by unknown writers are usually cradled, written, and for this reason they frequently receive less consideration than would otherwise be warranted.

A manuscript, never of some years ago, but of olden days, was a letter to which was appended a partially engrossed note, evidenced such maturity, however, that the editor to whom it had been submitted became at once suspicious. He thought that a box was being played on him, he suspected, and he was right. The story was absolutely original, and, moreover, was the golden effort of a simple man in a far-away town. The author is now one of our best and short story writers. The fact that his first effort was a masterpiece is probably without parallel in the history of obscure writers.

So says the Washington Herald, but the story of Meyer Kellner's beginning seems even more remarkable. She sent her first story to two magazines at the same time, so ignorant was she of a fairly profitable and also of the value of her writing. She barely noted that one of the publishers would look at it, but in developed that one accepted it, and there was a profit. How do you do, for both were determined not to give it up. Since then her sympathetic tales of East Side life in New York have

COMFORTING WORDS

Many a Honolulu Household Will Find Them So.

To have the pains and aches of a bad back removed; to be entirely free from annoying, dangerous urinary disorders is enough to make any kidney sufferer grateful. To tell how this great change can be brought about will prove comforting words to hundreds of Honolulu readers.

S. C. Fones, builder and contractor, 1720 Sargent St., Joplin, Mo., says: "Kidney and bladder complaint made its appearance in my case when I was young and I steadily grew worse until it was feared I would die. I consulted a specialist in Chicago, but he did not help me and the plasters and electric belts I wore, were useless. I suffered from severe pains through my kidneys and various other symptoms of kidney disease and I knew that if I did not soon get something that would cure me there would be little chance of my recovering. After an unusually severe attack which laid me up for two weeks, Dr. Don's Backache Kidney Pills were highly recommended to me and I made up my mind to try them. I procured a box and soon after I began their use the symptoms of my trouble gradually disappeared. My condition improved steadily from that time on and before I realized it, I was in good health. I feel that Dr. Don's Backache Kidney Pills saved my life." (Statement given in 1905.)

On Dec. 9, 1908, Mr. Fones said: "I still firmly believe in the merits of Dr. Don's Backache Kidney Pills. It is a pleasure to make the fact known that my cure has been permanent."

Don's Backache Kidney Pills are sold by all druggists and stockholders at 50 cents per box (six boxes \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands. Remember the name Don's, and take no substitute.

CHICAGOANS OWN SIX AEROPLANES

Six aeroplanes are possessed by members of the Illinois Aeroplane Club, incorporated at Springfield, says the Chicago Daily Journal. It is believed there will be about 25 by the time the club is ready for the first exhibition next June.

Nearly 100 persons have placed their names on the list of charter members; as many more will be added within a month, according to Edward E. Herbert, president of the club.

The six aeroplanes already completed were built by their owners from original plans. Two of them are monoplanes and four are biplanes.

CAN'T ESCAPE THE UPLIFT.

Wigg—The man who loves a woman can't help being elevated.

Wagg—And the man who loves more than one is apt to be sent up, too.—Philadelphia Record.

Don't Worry About That Bald Spot

Don't Worry About That Bald Spot for if the scalp is smooth and shiny the baldness has come to stay. Better direct your apprehension toward the hairs immediately surrounding the spot, for they will be the first to go, unless you kill the dandruff germ and keep it out of the scalp with Newbro's Herpicide.

The time to save your hair is while you have hair to save. Extraordinary results sometimes follow the continued use of Newbro's Herpicide.

Doctor Waterhouse, a well known physician of Iowa, and a member of the firm of Dyer & Waterhouse, advised the Rev. R. N. Toms, Pastor of the First Presbyterian Church at Charter Oak, Iowa, to use NEWBRO'S HERPICIDE; read his letter about it.

Messrs. Dyer & Waterhouse, Druggists, Charter Oak, Iowa.

Gentlemen:—The Herpicide you recommended to me for use as a remedy for dandruff and baldness has proved a great success. I have used only one bottle and the result is surprising. The scalp has been thoroughly cleansed from dandruff, the old hair has softened and strengthened; while short, soft hair has already appeared in the bald spots; and I have been greatly relieved from headaches. I most earnestly recommend it to all sufferers, as I have been, to try NEWBRO'S HERPICIDE.

(Signed) REV. R. N. TOMS, Pastor First Presbyterian Church, Charter Oak, Iowa.

TWO SIZES—50c. and \$1.00. At Drug Stores. Send 10c. in stamps to The Herpicide Co., Dept. N, Detroit, Mich., for a sample.

Guaranteed under the Food and Drugs Act, June 25, 1906, Serial No. 915.

Insist upon Herpicide.

HOLLISTER DRUG CO.

SPECIAL AGENTS.

Applications at Prominent Barber Shops

Locomobile

Touring Cars



MADE BY THE LOCOMOBILE CO. OF AMERICA, BRIDGEPORT, CONN.

Most automobiles will serve some purposes all of the time.

Others will serve all purposes some of the time.

But it requires a car like the Locomobile to serve all purposes, all of the time.

The Locomobile, for eleven years, has been designed to serve all purposes as well as possible.

Always ready to go. Runs all day through deep sand or thick mud, without overheating.

Gets there, and gets back.

Simplest and Most Reliable Ignition—Magneto and all apparatus made in the Locomobile Plant. Four speeds. Bronze Engine Bed. Bronze Gear Case. Bronze Steering Wheel.

Opinions of Owners

Interesting Extracts From Letters Recently Received From Locomobile Owners:

"Have run nearly 14,000 miles without any trouble. As good as when it left the factory." Model "E"—1908.

E. C. A. Schenectady, N. Y.

"The best car in the world. Has run 23,500 miles in a year and half and has never been overhauled. Still runs smoothly." Model "F"—1908.

L. J. M., Pasadena, Cal.

"The car has gone about 30,000 miles and has never gone better than it does at present." Model "E"—1907.

H. H., Albany, N. Y.

"The Locomobile is easily the best built car in the world." Model "E"—1906.

C. A. C., Buffalo, N. Y.

"30,000 miles in one season and never stopped on the road." Model "F"—1905.

C. A. C., Cambridge, Md.

"Our Model 'H'—1907 has been run about 50,000 miles."

F. W., Fitchburg, Mass.

"My Model 'E'—1906 car is running better than ever. Nothing wears except tires. The car is in daily use winter and summer."

A. E. R., Davenport, Iowa.

"This is the third season. About 34,000 miles; still running fine." Model "E"—1907.

F. W. B., Passaic, N. J.

"I am pleased with car. From June to October, 1908, made 13,020 miles." Model "F"—1908.

R. S. H., Providence, R. I.

"It is without doubt the best car I have ever ridden in. I have ridden in the best cars made, and consider this Locomobile the better car. It has plenty of power, runs with absolutely no noise, and has the best springs of any that I have ever ridden in, and is powerfully built throughout." Model "E"—1909.

F. E. B., Puna, Maui, T. Hawaii.

"Cannot find a fault. Over 70,000 miles in less than four years, and still doing work as well as one could ask. Am absolutely satisfied." Model "H"—1906.

A. J. R., Chicago, Ill.

"I feel that it is due you that you should know of the severe test I have given my car, which conclusively proves that it is without doubt the best car in America." Model "F"—1908.

C. J. B., Cincinnati, Ohio.

"My car is considered the quietest running Locomobile ever put out. Twelve thousand miles and looks like new. A wonderful hill-climber." Model "F"—1908.

S. C., Sheffield, Mass.

"Machine giving perfect satisfaction." Model "D"—1904.

W. D. P., Northampton, Mass.

"Have run this car about 40,000 miles." Model "E"—1906.

C. L. A., Plymouth, Pa.

"Car in good condition and runs over 2,000 miles per month." Model "H"—1907.

R. R. C., Rutherford, N. J.

"Have driven my car over 40,000 miles over the rough streets of Chicago, and it is running fine." Model "E"—1907.

J. K. S., Chicago, Ill.

"This car has worn out twelve sets of tires and I have never had a single stop on the road due to engine or any other cause save tires." Model "H"—1907.

W. H. W., Philadelphia, Pa.

"It is as satisfactory a piece of mechanism as any one would care for, and it goes without saying that I am highly pleased with the performance. I wish to express to you my thanks for the care you have taken to look after the car and for the many courtesies I have received at your hands." Model "E"—1908.

W. S. R., Chicago, Ill.

Schuman Carriage Co., Ltd.

Merchant St. off Bishop